



MDT- Department of Transportation

Aeronautics Division

Vol. 49 No. 5

May 1998

Aeronautics Board Approves Airport Development Financial Assistance

By: Redge R. Meierhenry
Airport/Airways Bureau Chief

The Montana Aeronautics Division established in mid-1993, an Airport Development Financial Assistance Program for the promotion of aeronautical purposes, airport improvement and development. This program is a result of legislation sponsored by the Montana Pilots Association. Financial assistance is provided as grants and loans and is designed to be a flexible funding mechanism assisting airport development projects. The Aeronautics Board and Division make every effort to maximize funds in promoting Montana aviation and airport development.

The financial assistance program has gained in popularity, as there were eleven airport sponsors who submitted applications for this years funding. Many worthwhile projects were submitted and competition for the limited funding is severe. Unfortunately, not every project can be approved and funded due to the small size of the fund.

Typically, we program approximately \$135,000 in airport development grants and \$135,000 for airport development loans. This year's allocation available for disbursement was \$261,557 for grants and \$240,896 for loans. These higher amounts for this years programming were due to funds being carried forward from last fiscal year.

The Montana Aeronautics Board at their regularly scheduled meeting reviewed this year's program, April 24th, in Helena. The following listis only those airport projects approved for funding.

Dillon - \$51,850 grant and \$51,850 loan for reconstruction of Runways 16/34, taxiways and apron and new taxiway construction.

Scobey - \$40,566 grant and \$40,566 loan for re-construction of Runway 12/30, apron and taxiways, rehabilitate Medium Intensity Light System (MIRL), beacon and other miscellaneous improvements.

Ft. Benton - \$60,000 grant and \$14,000 loan for Airport Layout Plan and new airport construction.

Miles City - \$55,510 grant and \$40,480 loan for reconstruction of Runway 4/22, relocation, reconstruction, and rehabilitation of taxiways.

Harlowton - \$2,405 grant for land acquisition and other construction improvements.

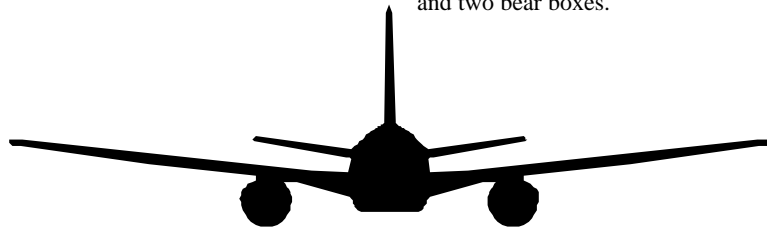
Choteau - \$2,000 grant for Airport Layout Plan Development Master Plan Study and other preliminary investigations.

Polson - \$21,000 grant and \$94,000 loan for land acquisition, reconstruct runway, taxiways, apron, new MIRL, and other miscellaneous improvements.

Malta - \$18,446 grant for construction of new city water line to airport.

Kalispell - \$2,000 grant for snowplow attachment.

Schafer Meadows - \$1,000 for installation of water filter and two bear boxes.



Support Strong for VentureStar

According to a number of letters received by Senator Conrad Burns, support for Great Falls as a potential launch site for the VentureStar spacecraft is strong in Montana.

Lockheed Martin, has noted that Great Falls is in the running as a potential launch site for the spacecraft. The City of Great Falls, Great Falls Area Chamber of Commerce, and Montana Economic Developers' Association have all written Burns expressing their strong support for the project.

Burns has committed his time and efforts to making the project a reality if the Great Falls community wishes to be a launch site for the VentureStar.

Burns has sent a letter to Defense Secretary William Cohen asking that the Air Force work with the state of Montana and community officials to assist the project, particularly in light of Malmstrom's realignment under the base closure and realignment process. Letters were also sent to Governor Racicot, community and civic leaders, legislators, and economic development representatives gauging their level of interest and concern. Burns also called NASA Administrator Dan Goldin to express his desire to work with the agency and offer any assistance that may be needed. He has spoken at length with Lockheed Martin CEO Vance Coffman about the project.

A final decision on launch site locations is expected late next year. See related article page 4.

Administrator's Column

Jet Fuel Dyeing Delayed: Representatives Bud Shuster (PA) and Jim Oberstar (MN) have been successful in getting an amendment onto the Building Efficient Surface Transportation and Equity Act of 1998 (BESTEA) which passes the House on April 1st which will delay the requirement to dye kerosene, including jet fuel, for two years. The 1997 Taxpayer Relief Act required kerosene, including jet fuel, to be subject to the 24.4 cent highway tax unless it is obtained from an approved fuel terminal which offers both dyed and undyed kerosene. The "off-road" fuels are required to be dyed. The BESTEA act is currently in a Senate/House conference committee to work out differences.

FAA Pilot Listings Blocked: As of May 30, 1998 the FAA will no longer be able to release pilot addresses to the public. FAA Chief Counsel Nicholas Garaufis ruled that the FAA can only provide airmen certificate holder names but not their addresses. Garaufis said that such action violates the federal Privacy Act. This ruling has upset aviation manufacturers, trade associations, publishers and others, complaining that this practice will block the flow of safety information to pilots and disrupt marketing programs.

Aviation Fuel Trucks Face Expense: The National Institute of Standards and Technology (NIST) has set a new standard which will require ticket printers on all aviation fuel trucks by January 1, 1999. The new standard states "Vehicle mounted metering systems shall be equipped with a ticket printer which shall be used for all sales where the product is delivered through the meter." The provision is aimed at suspected problems in the liquefied petroleum gas industry and amends Handbook 44, Vehicle Tank Meter Code requiring ticket printers on all vehicle tank mounted metering systems by January 1, 1999. Jim Coyne, President of the National Air Transportation Association (NATA) stated "This is a classic example of the federal regulators looking to solve a problem in one industry and creating a problem in another." The majority of states adopt weights and measures standards as published by the NIST. NATA is evaluating the types of fueling equipment currently being used by their membership and this data will be used to petition the National Institute of Weights and Measures for an aviation exemption. Coyne concluded, "This rule poses an enormous burden to America's aviation businesses, not to mention the potential introduction of foreign objects into the airport environment. NATA will petition this ruling and make regulators aware that there is currently an enormous amount of control and oversight of refueling. This addition will only cause problems and offer no improvement to fueling safety or customer service."

Notice To Underground Tank Owners: The Environmental Protection Agency (EPA) deadline for compliance of the new rule for all underground storage tanks (UST) to have spill protection, overfill protection, and corrosion protection and that existing tanks be upgraded, replaced, or closed to meet these requirements is December 22, 1998. If UST have unapproved tanks in service past the 1998 deadline it is likely that they will be cited for violations and fined. Failure to comply could also reduce or eliminate financial coverage provided by insurance companies or state reimbursement funds. The National Air Transportation Association (NATA) has found that over 40% of the industry is unsure of how they are going to handle the UST issue. The NATA has developed a **Aviation UST Management Manual** which covers every aspect of the EPA's new rule. This manual is available at NATA for \$49. and may be ordered by calling (703)575-2048 or faxing your request to (703)845-8176.



MONTANA AERONAUTICS AIR SEARCH REFRESHER (The Air Search Observer Program)

WHEN: June 2, 1998 - 7:00 PM at Garfield Hotel & Motel, Jordan, MT

CONTACT: Tom Spillum 557 -6215 at the Garfield Hotel & Motel or 557-6148 (Home)

SAR ACTIVITIES PLANNED: The Observer slide presentation and the Montana Air SAR System with hands on ELT training.

FOR FURTHER INFORMATION CONTACT: Jeanne Lesnik (406) 444 -2506 at Montana Aeronautics Division



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Letter to Airmen 96-01

Effective April 1, 1998 through April 30, 2000 at the locations listed below, VFR aircraft executing practice instrument approaches will be provided appropriate IFR separation as described in the Aeronautical Information Manual, paragraph 4-3-21. Controller responsibility for separation begins at the point where the approach clearance becomes effective.

AIRPORT	ATC FACILITY PROVIDING SERVICE	FREQUENCY
Billings Logan Intl	Billings Approach	120.5/284.6
Great Falls Intl	Great Falls Approach	119.3/259.1
Laurel Municipal	Billings Approach	120.4/284.6
Missoula County	Spokane Approach	124.9/298.95

Fifth Annual EAA International Young Eagles Day

Young people around the world will again have the opportunity to "take to the air" on Saturday, June 13, as the EAA Aviation Foundation hosts its fifth annual *International Young Eagles Day*. The event, the most ambitious, internationally coordinated effort held in conjunction with the Foundation's "Young Eagles Program" each year, seeks to introduce thousands of kids to the world of flight in a single day.

The Young Eagles Program was launched during the 1992 EAA Fly-in Convention at Oshkosh, WI. Its goal is to provide one million young people with a free demonstration airplane ride by the year 2003 – the 100th anniversary of powered flight and the 50th anniversary of the Experimental Aircraft Association (EAA). Most Young Eagles are flown throughout the year, but International Young Eagles Day brings a special focus to this unique volunteer program.

More than 370,000 young people and 20,000 volunteer pilots have already participated in the program. Those pilots have helped kids gain a new perspective on the world in which they live and the role aviation plays in their everyday lives. The pilots have also become "aviation mentors" and shared their knowledge and experience with a new generation of aviation enthusiasts. The program also brings families out to local airports, where they discover the resource an airport is to a community.

As in past years, dozens of flight rallies will be held on as many as five continents. In addition to the many large flight rallies scheduled, individual EAA pilots will provide airplane rides to kids in their local area on (or about) June 13 as well as throughout the year.

BigSky Airlines To Expand Service

On June 14, 1998, BigSky Airlines will inaugurate direct air service linking Billings and Great Falls and Spokane. Flights will operate twice daily in each direction Monday through Friday of each week, and one flight will operate in each direction on Saturdays and Sundays. All flights will operate via a Billings-Great Falls-Spokane routing.

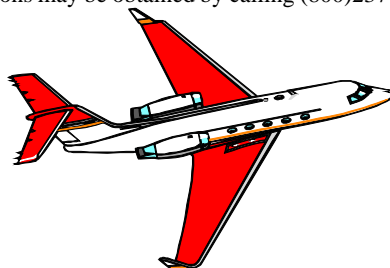
The new Spokane flights are designed for the convenience of local passengers, as well as passengers connecting in Billings and Spokane to the services of other carriers; or connecting in Billings to the seven cities in central and eastern Montana, served by BigSky.

The new Billings-Great Falls-Spokane flights are being operated with pressurized Fairchild Metroliner III aircraft, which cruise at 300 miles per hour. The "Metro III" provides a quiet, smooth and comfortable ride for up to 19 passengers and has a large cargo hold. Big Sky's version of the Metro III also incorporate the 16,000 pound "high gross" modification, enabling full payloads to be carried on virtually every flight,

every day, regardless of weather conditions. Before joining the fleet, each new aircraft was inspected and fully-refurbished to BigSky's specifications. Global Positioning System (GPS) are included in the full instrument package to further refine navigational capabilities.

BigSky commenced operations in the fall of 1978, just after Airline Deregulation, and has operated continuously as a scheduled air carrier since that time. As of June 14, the airline will be providing daily service to 13 cities, including Spokane and 12 cities in Montana.

Schedule and fare information and reservations may be obtained by calling (800)237-7788.



Calendar

May 11 - 16 - Aviation Technology Week, Laurel.

May 16 - Laurel Fly-in and Open House, Laurel Airport.

May 23 - Colstrip MPA Fly-in Breakfast. Lots planned, Young Eagle Flights, fun and games for all.

May 29 - 31 - CAP State Conference, Yogo Inn, Lewistown.

June 6 - Miles City Airport Appreciation Day.

June 13 - 5th Annual Young Eagles Day.

June 15 - 19 - Top Gun Flight Camp, Rocky Mountain College, Billings.

June 17 - 20 - MAAA Air Tour. Contact Jay Billmayer 257-8708.

June 18 - Airtour '98. Depart Edmonton June 18 or 19, arrive Dawson City June 21.

June 21 - Beacon Star Father's Day Fly-in with Frank's poorboy sourdough pancake breakfast served 8 - 11 a.m.

June 23 - 26 - Women's Air Race Classic, Santa Fe, NM to Batavia, OH.

June 27 - Plains Fly-in breakfast, call Randy Garrison 826-3605 (day) 826-3022 (eve).

July 8 - 12 - Northwest EAA Fly-in, Arlington, WA.

July 11 - Hamilton Airport Open House and Pancake Breakfast. Contact Warren Woolley 363-0874.

July 11 - MPA North Central Hangar Annual Fly-in Breakfast and Toy Show, Havre City County Airport.

July 17 - 19 - Schafer Meadows Annual Work Session.

July 17 - 19 - Kalispell Family Fly-in, Kalispell City Airport.

July 29 - August 4 - 46th Annual EAA Fly-in Convention, Oshkosh, WI.

August 6 - 9 - Montana Antique Aircraft Association Three Forks Fly-in, Progreba Field.

August 7 - 9 - Fifth Annual Splash-in - Fly-in, Stillwater Landing, Lower Stillwater Lake, 14 miles northwest of Whitefish.

August 15 - Fly-in Pancake Breakfast, War Bird Fly-bys, Bozeman Airport. Contact John McKenna 587-4746.

September 4 - 7 - 5th Annual Silver City Fly-in, Silver City Airport.

September 5 - 7 - Annual Labor Day Family Fly-in, West Yellowstone.

September 11 - 13 - Laurel Fly-in and Swap Meet.

September 18 - 20 - Mountain Search Pilot Clinic, Kalispell.

September 19 - Aerotronics Annual Open House, Billings.

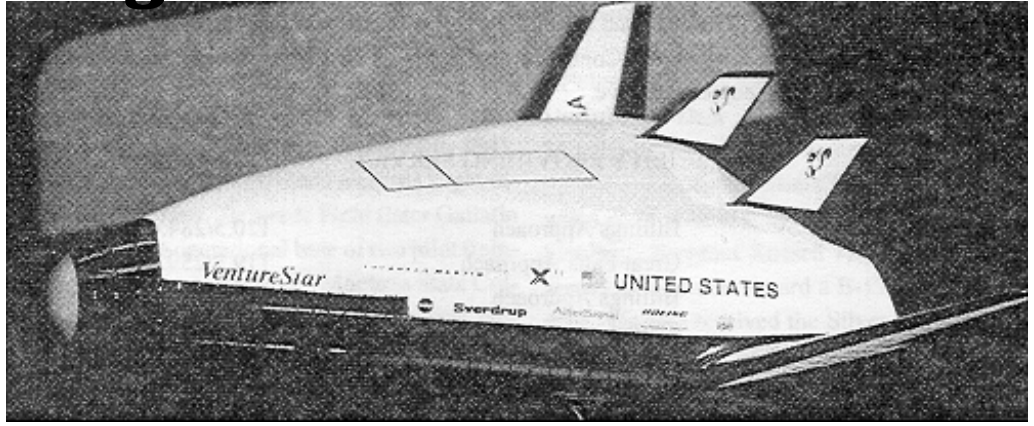
X-33 Progress Continues

A second publicity trip requested by Senator Conrad Burns to help state and local officials as well as news media begin "building bridges" with Lockheed Martin and to view progress on the X-33 took place April 20. Participating in the trip was Montana Aeronautics Board Vice-Chairman Byron Bayers of Twin Bridges who was extremely impressed with the operations at the Lockheed Martin Skunk Works.

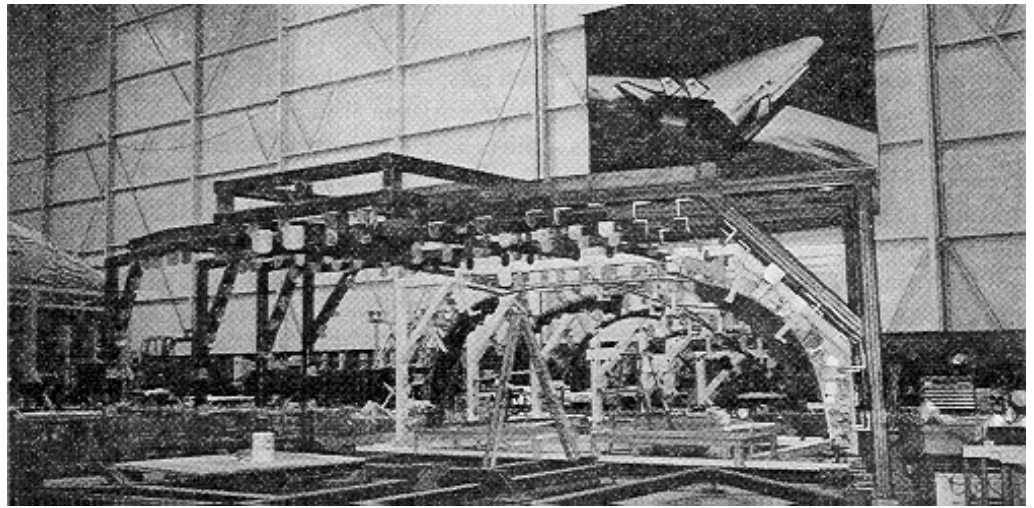
On July 2, 1996, NASA selected Lockheed Martin to design, build and fly the X-33 test vehicle between March and December 1999. The X-33 vehicle will demonstrate advanced technologies that will dramatically increase reliability and lower the cost of putting a pound of payload into space from \$10,000 to \$1,000.

The X-33 program will demonstrate in flight the new technologies needed for a Reusable Launch Vehicle (RLV), dubbed the "VentureStar," using a half-scale prototype. The goal of the program is to enable private industry to build and operate the RLV in the first decade of the next century. NASA will be a customer, not the operator, of the RLV.

The Lockheed Martin Skunk Works X-33 design is based on a lifting body shape with a new "aerospike" rocket engine and a rugged metallic thermal protection system. It will be an unmanned vehicle, launched vertically like a rocket, reaching an altitude of 50 miles and speeds of more than Mach 15 (15 times the speed of sound), and landing horizontally like an airplane. The vehicle has a 5' by 10' simulated payload bay, but will not carry cargo.



Above, the X-33 as it will appear in its finished phase. The plane-rocket hybrid will be a 273,000 pound, 67-foot long experimental bird which is 53% of the full scale VentureStar. Shown below is an impressive collection of construction jigs and fixtures used in creating the X-33.



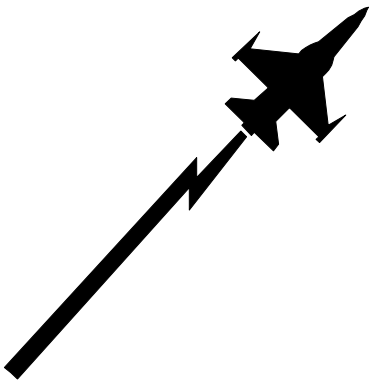
Time between the X-33 test flights will normally be seven days, and a two-day emergency turnaround time between flights will be demonstrated. NASA has budgeted \$941 million for the X-33 program through 1999. Lockheed Martin will invest \$212 million in its X-33 design.

The exact number of test flights the X-33 will make is uncertain but will begin in July 1999. There will be just one boom while the craft is still very high. The craft's engines will primarily be used to thrust it vertically to about 300,000 feet. From there, it essentially will follow a long

glide path to Malmstrom and be on the ground in 24 minutes. The first test flights to Michaels AFB in Utah will follow a lower trajectory and take just 14 minutes.

Senator Burns became an early supporter of the X-33 because he believed it could lead to future high tech applications in Montana. "Such a spaceport in our state would be the ultimate example of that," said Burns.

The next publicity trip is scheduled for mid July.



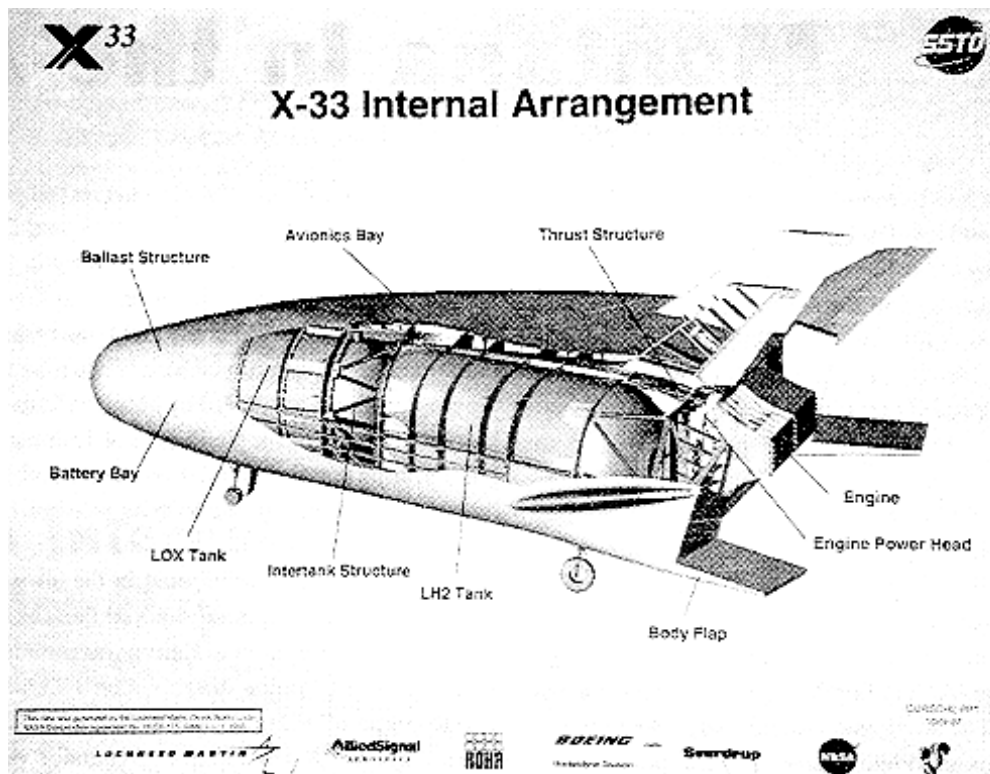
At right, Byron Bayers checks out a small mock-up of the X-33.



How the Skunk Works Got its Name

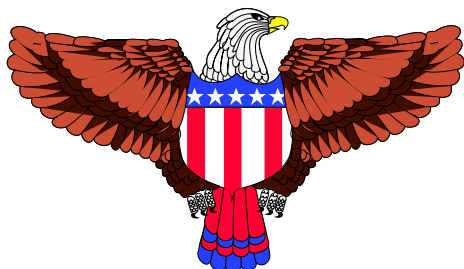
When Kelly Johnson brought together a handpicked team of Lockheed engineers and manufacturing people at Burbank in the wartime year of 1943, each team member was cautioned that design and production of the new Shooting Star jet fighter must be carried out in strict secrecy. No one was to discuss the project outside the small organization, and team members were even warned to be careful how they answered the telephones.

A team engineer named Irven Culver was a fan of Al Capp's newspaper comic strip, "Li'l Abner," in which there was a running joke about a mysterious place deep in the forest called the "Skunk Works." There, a strong beverage was brewed from skunks, old shoes and other strange ingredients. One day Culver's phone rang and he answered it by saying "Skunk Works, inside man Culver speaking." Fellow employees quickly adopted the name for their mysterious part of



Above, an interesting internal arrangement makes it easier to picture the makeup of the X-33. At left, an aerial photo shows construction as it continues on the launch pad in the desert at Palmdale. Construction on the 25 acre site, located on the eastern portion of Edwards AFB, CA began on November 14, 1997. Below, Montana visitors included: Randy James, Loren Smith, Derek Valcourt, George Bailey, Roy Aafedt, Leo Giacometto, John Maxness, Butch Larcombe and Byron Bayers (kneeling).

Lockheed, where the new jet fighter program was brewing. "Skunk Works" became "Skunk Works." The once informal nickname is now the registered trademark of the company known as Lockheed Martin Skunk Works.



Montana In the Air War

By: Anne Millbrooke

"Yesterday, December 7, 1941, a date which will live in infamy, the United States of America was suddenly and deliberately attacked by the naval and air forces of the Empire of Japan," President Franklin D. Roosevelt told Congress and a stunned nation. The U.S. thus entered a world conflict that had begun in Europe in the fall of 1939.

Military aviation physically came to Montana during W.W. II. The Army began construction of the Great Falls Army Air Base in May 1942 and began operations there by September. Called East Base (and later Malmstrom), this Army Air Forces installation served as a base for airlifts to Alaska and to our Soviet allies in Russia during the war. Various bomber squadrons trained at the base. The Army also used the Great Falls public airport, Gore Field, known as West Base.

WASPS, Women Air Service Pilots, often flew airplanes from aircraft factories to Great Falls. There the 7th Ferrying Group of the Air Transport Command took charge. The Ferrying Group transported the planes to Alaska, where Soviet pilots accepted command. Under the Lend-Lease program, the 7th Ferrying Group delivered nearly 8,000 airplanes to the Soviet Red Army.

These included the Douglas A-20 Havoc attack bomber, some of which were built under license by the Boeing company in Seattle. Also passing through Great Falls on the way to the Soviet Union were the Bell P-39 Aircobra pursuit plane, built in Buffalo, New York, and the Douglas C-47 Skytrain cargo plane, assembled in Long Beach, California, and Oklahoma City.

During the war the military established several aviation-related training programs in Montana. The Army Air Forces built facilities for training bombing crews at Cut Bank, Glasgow, and Lewistown, and bombing practice ranges near Fort Benton and Winnett. In Rimini the Army established a War Dog Training Center. There soldiers and sled dogs were trained to rescue downed fliers in the Arctic. At Fort Harrison in Helena, the First Special Service Force of the armies of the United States and Canada received parachute, ski, combat, and demolition training.

Northwest Airlines trained personnel of the Army's Air Transport Command at Billings Logan Field. At Camp Paxson near Seeley Lake, the Forest Service trained Coast Guard men for parachute rescue missions. Carroll College in Helena trained aviation cadets for the Navy. Morrison Flying Service provided the flight instruction. The School of Mines also trained naval personnel. The University of Montana, Montana State College, and Billings Polytechnic Institute provided training programs for Army aviation cadets.

In anticipation of war, Congress had passed the Civilian Pilot Training Act of 1939, and President Roosevelt created the Civil Air Patrol in 1941. Through these programs civilians received flight instruction in Montana. Belgrade Field (later Gallatin Field) became the operational base of two pilot training programs, one conducted by Montana State College and the other by the Civilian Pilot Training Program. During the war about 20 instructors and 1,700 students participated in the training programs near Bozeman.

Montanans participated in the air war in many ways. When Japanese attacked Pearl Harbor, Captain James Shoemaker of Helena was commander of the Naval Air Station there. Colonel Carlton L. Vanderborget of Missoula was a medical officer at Clark Field in the Philippines. Wounded on the Bataan Peninsula, he became a prisoner of war. After combat service, Lieutenant General Albert D. Cooley of Billings commanded the Marine Air Support Group.

Sergeant Leland E. Yabrough of Hamilton was an aircraft mechanic with the 58th Bombardment wing in India and China. As a gunner, Sergeant Barney Old Coyote, Jr., of the Crow Reservation flew 50 combat missions over North Africa and Europe. A member of the Women's Army Corps, Private Norma E. Rasmussen of Lodge Grass worked on the electrical equipment of bombers. In the last year of the war, Chinook native and engineer M.R. "Monte" Montgomery surveyed airfields in the Philippines and supervised the reconstruction of Navy fields.

Arthur W. "Steve" Stephenson had learned to fly in the Army during World War I. After that war he promoted aviation in Montana and worked as an airline pilot. During the Second World War he again served in the Army. He began in the ferry command and later commanded air bases in California and on Guam. Another former airline pilot, Earl T. Vance was teaching in Missoula's civil pilot training program when he was called to active duty. He rose to the rank of Colonel and commanded the Second Air Force Search and Rescue Unit in Colorado.

Montana men flew aboard a variety of military planes, including the Douglas A-24 Dauntless dive bomber, Boeing B-17 Flying Fortress bomber, Consolidated B-24 Liberator bomber, North American B-25 Mitchell bomber, Boeing B-29 Superfortress bomber, and Grumman F4F Wildcat fighter plane.

Sergeants David Thatcher of Billings and Edward Saylor of Brusett served aboard B-25's that participated in Colonel Jimmy Doolittle's historic air raid on Tokyo in April 1942. Both received the Distinguished Flying Cross. Also awarded the Distinguished Flying Cross were Lieutenant George

J. Peterson of Bozeman and Sergeant Frank J. Underhill of Deer Lodge. Peterson served as a B-29 radio operator in the Pacific.

Lieutenant Eddie Doherty of Great Falls was a B-24 pilot in Italy. He won the Silver Star of heroism. Sergeant Russell Huffman of Highland served as a gunner aboard a B-17 in the South Pacific. He also received the Silver Star medal. Ensign James Shelton of Denton was a crewman aboard an A-24 at the Battle of Midway. Killed in that battle, he posthumously received the Navy Cross. As an F4F pilot, Lieutenant Stanley W. "Swede" Vejtas of Circle won two Navy Cross medals.

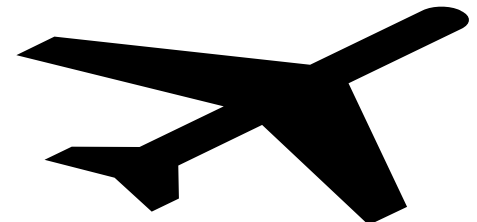
An August 14, 1945, President Harry S. Truman announced the unconditional surrender of Japan. The fighting in Europe had ended months earlier. The war was over.

Anne Millbrooke is a National Science Foundation visiting Professor in the Department of History and Philosophy at Montana State University. Her specialty is the history of aviation. She is a member of the Three Forks Flying Club.

GAMA Reports Best Quarter Ever

General aviation manufacturers recorded their best first quarter billings in history according to the General Aviation Manufacturers Association (GAMA). Compared to the first quarter of 1997, aircraft billings increased by 28.8% from \$886 million in 1997 to \$1.141 billion in 1998. Total aircraft shipments were also up 92.4% with 456 units compared to the 237 units delivered in the first quarter last year.

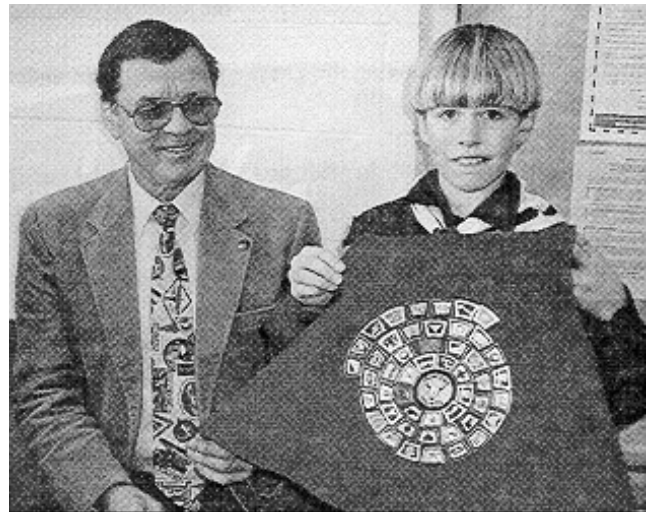
Jet deliveries were at a record high once again with 82 units in the first quarter, up 30.2% over the 63 units in the first quarter of 1997. Turboprop deliveries increased 20.5% to 47 units in the first quarter of 1998. Piston-engine aircraft shipments were up significantly with 327 units, up 142.2% over the 135 units delivered in the first quarter of 1997.



Aviation Education



Boy scout leader Jo Hawkins of Helena and the Montana Aeronautics Division helped seven young scouts earn their aviation badge. The boy scouts did an aviation worksheet, aerodynamics, a preflight and a tour of Helena's Air Traffic Control Tower with an orientation flight as a part of their aviation education day. Mike Ferguson checks out the badges proudly displayed by one young scout.



The National Congress on Aviation and Space Education (NCASE)

Montana is a leader in aviation education and our state has sponsored a Montana teacher to attend the National Congress on Aviation and Space Education for many years. This year Minnesota and Vermont followed suit and also sponsored a teacher from their state to attend the congress that was held March 25-28 in St. Louis, Missouri. Chuck Manning from Flathead High School's Aviation Program and Kaye Ebelt an Aerospace Teacher at Target Range in Missoula attended this year's congress along with Heather Higinbotham of Missoula's Civil Air Patrol and Jeanne Lesnik of Montana Aeronautics.

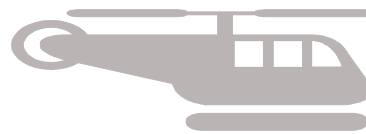
NCASE gives aviation educators a chance to participate in symposia, lectures, teaching laboratories and field activities relating to aviation and aerospace education. Jeanne Lesnik also attended special aviation education meetings with international aviation educators sponsored by the National Association of State Aviation Officials.

Month of April was hard for Montana's Volunteer Air Search System

It is especially hard when an aircraft is still missing in Montana. On April 11, 1998 a Piper Malibu Mirage was on an IFR flight plan from Bismark, ND to Glacier Park International Airport with a final destination of Polson, MT, the flight originated in Madison, Wis. The pilot a certificated Airline Transport Pilot was carrying one passenger. The Malibu was on beacon code transponder radar with Salt Lake Center at 12,000' and was cleared for the VOR RWY 30 instrument approach at Glacier Park International Airport via the 15 DME Arc and cleared to descend to 10,000, all replies from the pilot were normal. As the Malibu was intercepting the 15 DME arc on a magnetic heading of 160, the beacon radar code was lost, "transponder lost" with Salt Lake Center, the last transponder radar reply was at 08:21:14 Zulu with no further voice communication from the pilot and there was no ELT signal. There were other aircraft flying in the area at the same time, they reported VFR conditions, no turbulence and negative ice.

Montana's volunteers are to be thanked for their countless flying hours and observing hours. There have been over 350 actual fixed wing search hours, over 40 hours of helicopter search, ground search has been done by both Flathead County Sheriff and Lake County Sheriff, Malmstrom Air Force's 40th Rescue Flight's SAR helicopter, Minuteman's helicopter and the Civil Air Patrol have all been involved in the search. The families of the missing pilot and his passenger and community members of Polson have searched daily. Search efforts are continuing, we are all in hope that melting snow conditions will reveal new clues.

A special thank you to our coordinators in District # 2- Montana Air SAR; Ray Sanders and Bill Werner. Thank also to Mike Strand of Strand Aviation and Dave Horner of Red Eagle Aviation for the use of their facilities for a SAR base, and to Gib Bissell of the Aero Inn for his kindness and support.

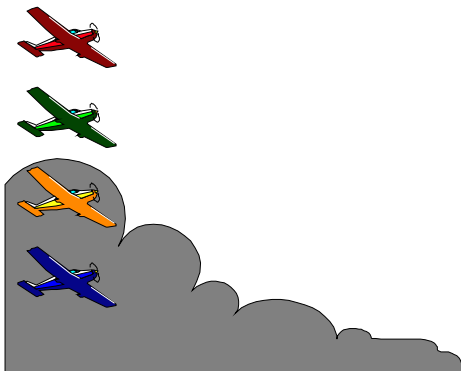


Valentine Named To EAA Board

Barry Valentine, who many may remember from the Missoula Aviation Conference last year and a long-time general aviation enthusiast and EAA member who held several key posts within the FAA has accepted an invitation to serve on the EAA Board of Directors.

Since his first solo flight at age 16, Barry has logged more than 3,000 hours in excess of two dozen aircraft, ranging from single-engine lightplanes to multi-engine jet transports. He also shared his enthusiasm for general aviation during the EAA Fly-in Convention as a volunteer host for U.S. and international government officials attending the annual event.

As a Director on the 23-member EAA Board, Barry will help shape policy for the organization. The board meets regularly throughout the year to establish goals for serving its membership and the world of sport and general aviation.



You May Be A Redneck Pilot If:

You have more than one roll of duct tape holding your cowl together.

Part of your preflight involved removing the grass from the landing gear.

You estimate the weight of the mud on your airplane into the CG.

You siphon gas out of your tractor to put in your plane.

You've never actually landed at an airport although you've been flying for decades.

You've ground looped a Cub by hitting a cow.

You consider anything over 100 feet AGL to be "high altitude".

There are actually important parts on your airplane labeled "John Deere."

Twenty nine hundred copies of this public document were produced at an estimated cost of 39 cents each, for a total cost of \$1,123. This includes \$120 for production, \$783 for postage and \$220 for printing.

You've never actually seen a sectional, but have all the Montana road maps for your area (20+ years old).

The green stain under the wing is not a 100 octane fuel leak.

Your local blacksmith has manufactured more than one landing gear part.

Anonymous

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May 1998



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AERONAUTICS WEBSITE UPDATE

WWW.MDT.MT.GOV/AERONAUT/AERONAUT.HTM

The Montana Aeronautics Division has performed several updates to its website over the last few months that we hope will enhance viability of our site. If you have not checked out the Division's website, now would be a good time to try it. The website offers several locations of interest including an overview of Aeronautics functions, individual airport planning, copies of our monthly newsletters, a video library, a photo gallery of Aeronautics functions and opportunities to e-mail us or connect to other interest links in the State. The individual airport planning link now has the 1995, 1996 and 1997 State Aviation System Plans included. These planning efforts include airport standards reviews, capital improvement plans, land use compatibility studies and pavement condition indexes for various airports statewide. We welcome any and all comment on our website. If you have any ideas for improvement, please feel free to contact us and let your ideas and opinions be heard.

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